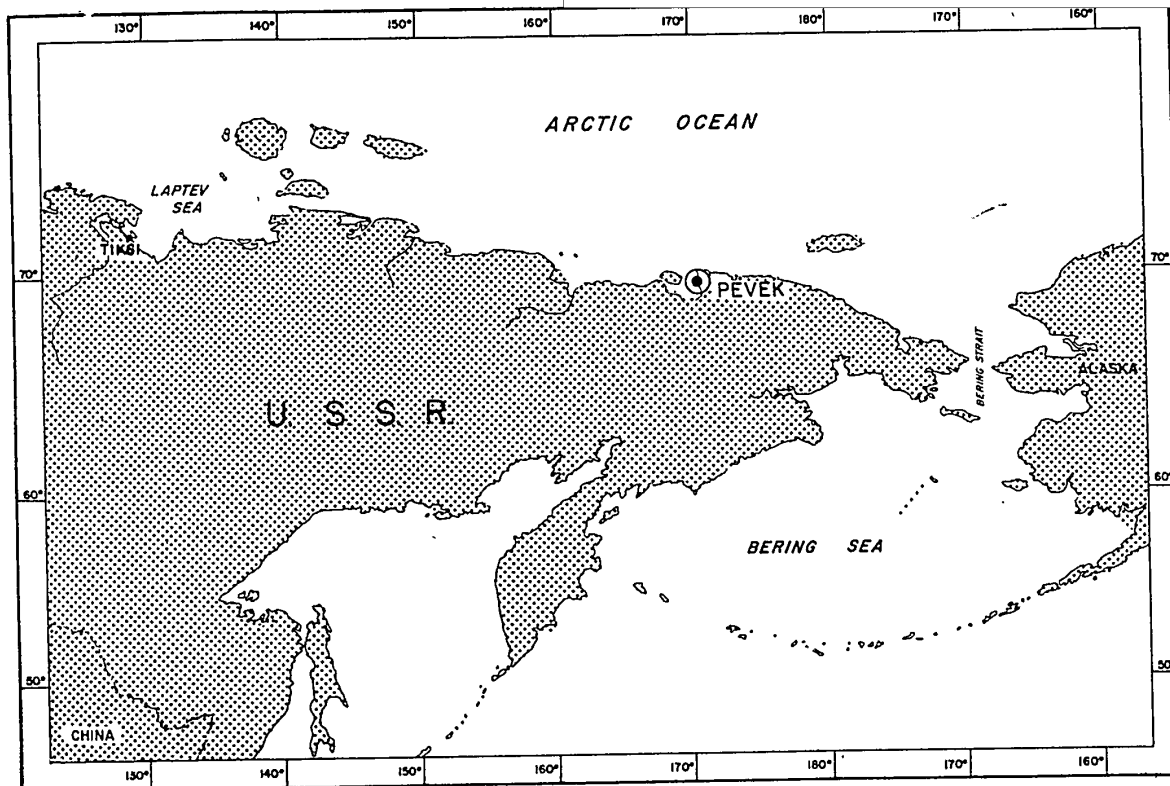


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ONI 45-267

PORT INTELLIGENCE STUDY



PEVEK, U. S. S. R.
(TITLE UNCLASSIFIED)



FEB. 1958

THE NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
OFFICE OF NAVAL INTELLIGENCE

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DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON 25, D. C.

March 1958

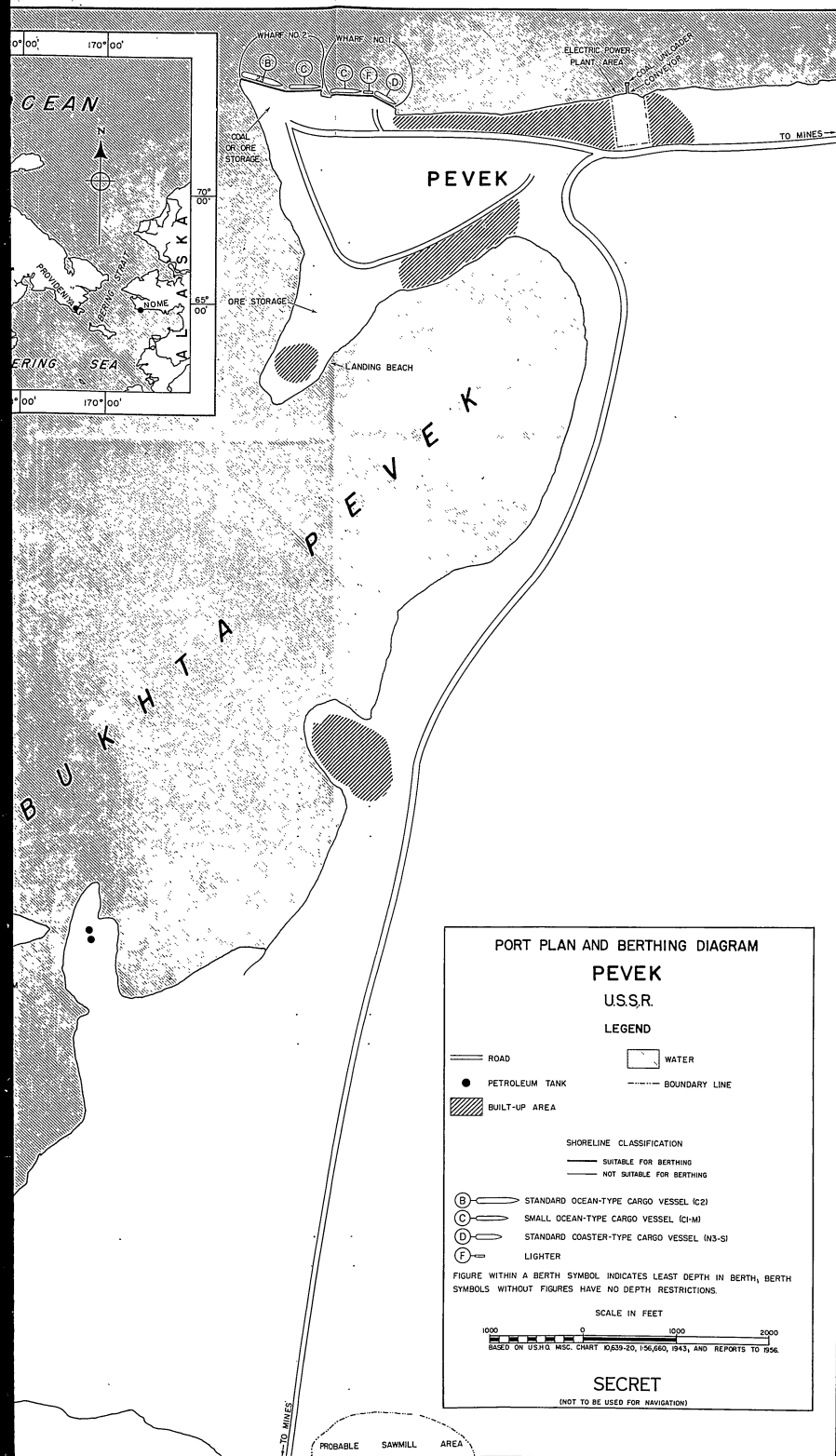
LETTER OF PROMULGATION

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1. ONI 45-267, PEVEK, U.S.S.R. (U), is a SECRET Nonregistered Publication based on information available in ONI as of December 1957.
2. This is a comprehensive summary of the port facilities of Pevek.
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2. LARGEST VESSEL ACCOMMODATED IN PORT

Largest vessel afloat can be accommodated at anchor. Largest vessel accommodated alongside would occupy berth with depth of at least 23 ft., length probably not a limiting factor.

3. HARBOR

a. **GENERAL** -- Formed by strait between 2 islands and mainland midway along E. side of Chaunskaya Guba, a large bay indenting coast of East Siberian Sea, natural harbor with no artificial protective works; part well and part poorly protected; navigational aids adequate; information lacking on pilots; ships usually arrive in convoys & have icebreaker assistance, length of main part of harbor 8 miles, width 2-3 miles; general depths 100-30 ft.; all facilities located on mainland side; main wharves & town on N. side of small peninsula facing open strait, peninsula forms N. side of Bukhta Pevek, subsidiary part of harbor, a tight 1 1/2 miles long & 1/2 mile wide used by small craft.

b. **FAIRWAY LIMITATIONS** -- Limitations on size of vessels that can be berthed in port are imposed by dimensions of berths rather than by controlling dimensions of fairways through approach & harbor, which has no clearly defined entrance; usual approach, deep & clear, is through N. part of strait; Bukhta Pevek limited to craft drawing up to 4 ft.

c. **SILTING AND DREDGING** -- Information lacking regarding silting; occasional dredging probably required to maintain alongside depths.

d. **HYDROGRAPHIC AND WEATHER CONDITIONS** -- Tidal change insignificant, mean range 0.3 ft.; S. winds, which attain gale force, occur frequently during navigational season & seriously hamper cargo handling operations at anchorages; main wharves fairly well protected from these winds; detailed data on ice conditions not available; navigational season in area generally limited to about 6 weeks ea. year, but there have been reports of port being open as much as 3 months of the year, July-late September.

e. **DEFENSES** -- Information not available.

4. LANDING FACILITIES

a. **PRINCIPAL WHARVES** -- Some 1,500 lin. ft. of wharfage for unloading grain, explosives, coal, & general cargo & loading ore, total wharfage may be increased during navigational season by use of pontoon wharves. Construction, heights of decks, & utilities of principal wharves unknown; no transit sheds. Individual wharves are tabulated as follows:

Wharf No. 1

Use

Type
 Berthing length
 Depth alongside
 Standard berths

Transfer of general & bulk cargo.
 Wharf or quay.
 E.-W. -- 250, 450 ft.
 At least 18 ft.
 1 class C (at least 18 ft.),
 1 class D, 1 class F.

Mechanical handling facilities
 Width of apron
 Clearance

Wharf No. 2

Use

Type
 Berthing length
 Depth alongside
 Standard berths

Mechanical handling facilities
 Width of apron
 Clearance

Remarks

May have several small cranes & belt conveyors.
 Open & 40 ft.
 Probably truck access to shipside; road clearance.

Transfer of general & bulk cargo.
 Wharf or quay.
 E.-W. -- 350, 500 ft.
 At least 23 ft.
 1 class B (at least 23 ft.),
 1 class C.
 May have belt conveyors.

Open & 40 ft.
 Probably truck access to shipside; road clearance.
 Coal or ore storage area, approx. 5 acres.

- b. **OFFSHORE PIPELINE BERTH** -- Believed located W. of petroleum terminal, used by oceangoing tankers.
- c. **SUPPLEMENTAL WHARVES AND LANDINGS**
- (1) T-head pier 2,500 ft. E. of Wharf No. 1; berthing length 40 ft.; approach 100 x 20 ft.; handles coal for electric powerplant; equipped with coal unloader & conveyor.
 - (2) Petroleum berthing facility in S. part of port on W. side of lagoon; consists of 1 or 2 small piers used by small tank barges.
 - (3) Suitable landing beach located on N. side of Bukhta Pevek.
- d. **MECHANICAL HANDLING FACILITIES** -- Information generally lacking, except for following:
- (1) Cranes -- Possibly several small cranes, type unknown.
 - (2) Special Handling Equipment -- Possibly electric belt conveyors, which may be equipped with shipside attachment devices, fuel-transfer pipelines; coal unloader & conveyor.
- e. **HARBOR CRAFT** -- Several tugs & lighters used during navigational season; icebreakers call with convoys during navigational season.

5. STORAGE FACILITIES

- a. **GENERAL-CARGO STORAGE** -- Several covered storage bldg., capacities unknown, in vicinity of main wharves & possibly in built-up area on E. side of Bukhta Pevek.
- b. **BULK-CARGO STORAGE**
- (1) Petroleum -- Gasoline & diesel oil among products stored; 15-20 tanks, total capacity approx. 250,000 bbl.
 - (2) Dry -- 2 small granaries near main wharves, capacities unknown; coal or ore storage area approx. 5 acres at Wharf No. 2; ore storage area 1 1/2 miles S. of wharves & lumber storage area 2 1/2 miles S. of town, capacities unknown.
- c. **OPEN STACKING SPACE** -- Considerable, in vicinity of main wharves.
- d. **EXPLOSIVES STORAGE** -- Believed located a few miles E. of Pevek, details of type and size lacking.

6. CLEARANCE FACILITIES

- a. **RAIL** -- No connection with general rail system of country; track may parallel road to mining areas.
- b. **ROAD** -- Gravel; clears port in 2 directions leading toward mining areas, same road serves main facilities of port, no connection to general road system.

7. SUPPLIES AND UTILITIES

- a. **PETROLEUM** -- Ships can probably obtain petroleum bunkers from petroleum terminal in S. part of the port in an emergency; smaller craft that operate in area probably bunker here.
- b. **COAL** -- No coal-bunkering facilities.
- c. **WATER** -- Obtained from lake near Bukhta Pevek.
- d. **ELECTRICITY** -- Municipal coal-burning thermal-electric powerplant, capacity unknown.

8. ESTIMATED MILITARY PORT CAPACITY

1,500 long tons of general cargo per day of 20 effective working hours, all unloaded directly alongside.

9. SHIPYARDS

Category III Shipyard located on N. shore of Bukhta Pevek, repairs htrbr craft and pontoon wharves.

SHIPYARD-CLASSIFICATION STANDARDS

Category I shipyard -- Has 1 shipbuilding ways with length of, or shipbuilding dock with length on floor of 350 ft. or more and/or 2) graving dock with length on floor of 350 ft. or more, or floating drydock or marine railway with capacity of 2,200 long tons or more.

Category II shipyard -- Has 1) shipbuilding ways with length between, or shipbuilding dock with length on floor between 150 and 350 ft. and/or 2) graving dock with length on floor between 150 and 350 ft., or floating drydock or marine railway with capacity between 220 and 2,200 long tons.

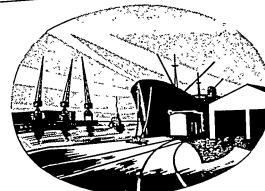
Category III shipyard -- One that does not qualify as category I or category II shipyard.

10. PORT DEVELOPMENT

Some development projects are believed to be in progress.

SOURCE

This study is based on a more comprehensive and detailed study prepared in ONI in December 1957.



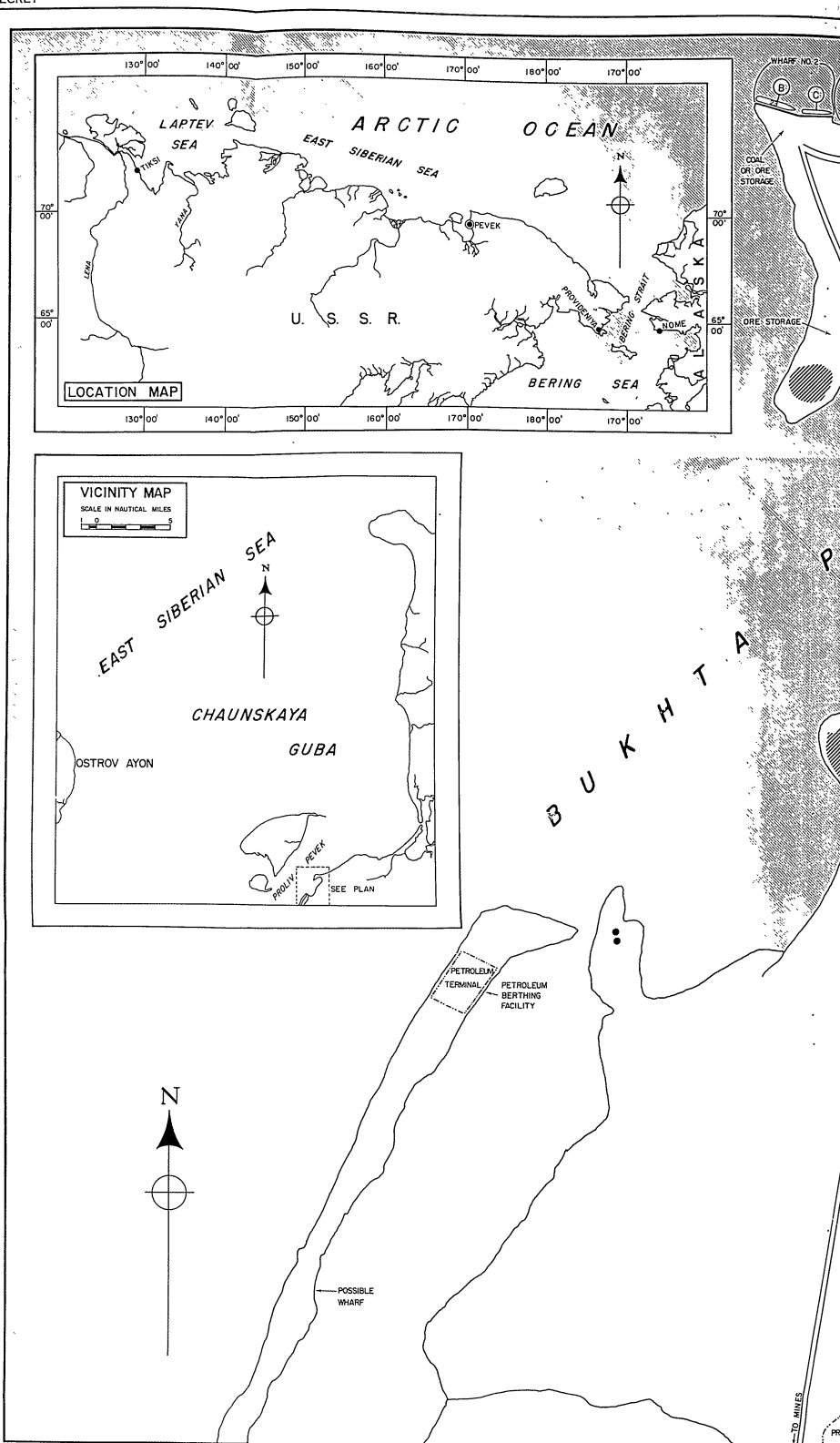
PORT OF PEVEK

U. S. S. R.

ONI 45-267
 FEBRUARY 1958

Prepared by:
 OFFICE OF NAVAL INTELLIGENCE.
 OFFICE OF THE CHIEF OF NAVAL OPERATIONS.
 DEPARTMENT OF THE NAVY.
 Users of this study are requested to forward any additions or corrections to the Director of Naval Intelligence.

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1. INTRODUCTION

Pevek (69°43'N., 170°18'E., U.S.H.O. Misc. Chart 10, 639-20), located on the coast of the East Siberian Sea about 500 miles west-northwestward of the Bering Strait, is one of the most important ports of call on the Northern Sea Route. Formerly the site of a small Chukchi settlement, it has been developed since the late 40's as an ocean port to serve an important mining region lying generally within 50 miles of the port. This area is an important producer of tin, uranium, and antimony, such ores as lead, zinc, platinum, silver, iron, tungsten, vanadium, and copper are also mined, in small quantities. The ore is not refined here but is stockpiled in the port during the winter and then shipped in bulk, or graded and barreled for shipment. Principal receipts are machinery and other equipment for the mines, lumber and logs, explosives, grain, and coal. Other than by means of the ships that call, the only communication with the rest of the U.S.S.R. is by airplane.

Pevek has no naval facilities. Northern Sea Route ports are administered by the Chief Administration of the Northern Sea Route, which is a sub-department of the All Union Ministry of the Maritime Fleet. The port provides the following berths:

- Alongside:
1 class B (standard ocean-type cargo vessel -- C2).
2 class C (small ocean-type cargo vessel -- C1-M).
1 class D (standard coaster-type cargo vessel -- N3-S).
1 class F (lighter).
1 berth for ocean-type tanker (offshore pipeline).

Fixed-mooring:
Apparently, Mediterranean moorings for several ocean-type vessels.
Anchorage:
Large numbers of all classes.

BERTH-CLASSIFICATION STANDARDS			
FIXED BERTHS		ANCHORAGE BERTHS	
Class of Berth	Dimensions	Class of Berth	Dimensions
	Length ft. Depth ft.		Depth ft. Diameter yd.
General:		I	38 800
A	565 31-30	70 1,000	
B	460 29-23	100 1,100	
C	350 22-18	135 1,250	
D	250 17	175 1,400	
E	200 13	II 30 500	
F	100 7	60 700	
		90 800	
		120 925	
		150 1,050	
Tanker:		III 20 300	
T-A	600 34	50 500	
T-B	525 31	75 600	
T-C	450 26	100 700	
T-D	250 14	125 800	
T-E	175 9		

Figure in parentheses after individual fixed berth in wharf description indicates least depth in berth; berths without figures have no depth restrictions.

2. LARGEST VESSEL ACCOMMODATED

Largest vessel afloat can be accommodated with depth of at least 23 ft.; len factor.

3. HARBOR

a. GENERAL -- Formed by steep mainland midway along E. side bay indenting coast of East Sib no artificial protective works; protected; navigational aids and pilotage; ships usually arrive assistance; length of main part miles; general depths 100-30 ft mainland side; main wharves & peninsula facing open strait; pe Bukhta Pevek, subsidiary part long & 1/2 mile wide used by b. FAIRWAY LIMITATIONS -- that can be berthed in port are berths rather than by controlling through approach & harbor, entrance; usual approach, deep of strait; Bukhta Pevek limited

*Pevek is a port of call